# Exhibit 2 – Vehicle Classification Counts

Weekday vehicle classification counts from GDOT were obtained for the years 2008 through 2010 for the entire state of Georgia. The counts were stratified by two areas, the counts within the 13-county portion of the Atlanta MPO area, and the remaining statewide counts. In order to provide a reasonable sample, the remaining statewide counts were used to factor the outer 7-county portion of the nonattainment area. The vehicle classification counts collected were stratified based on the FHWA vehicle classifications. The counts were then summarized into the 6 HPMS vehicle type categories. This result was then summarized for the three years. The percent by vehicle type by road type based on functional classification was calculated. The counts by the area type (urban versus rural) were combined since FHWA eliminated the urban/rural area type distinction from HPMS functional classifications beginning with the 2009 data, reported in 2010[[1]](#footnote-1).

Table 1, below, lists the counts by year for the 13-county area. Table 2 lists the final factors which were applied to the 13-county area VMT by vehicle type by road type based on the counts. Table 3 lists the counts by year for the 7-county area. Table 4 lists the final factors which were applied to the 7-county area VMT by vehicle type by road type based on the counts. These values were used to weight the VMT from the travel demand model by road type by vehicle type for input into AADVMT worksheet importer.

**Table 1 – GDOT Vehicle Classification Counts**

**13-County Atlanta MPO**



**Table 1 (continued) – GDOT Vehicle Classification Counts**

**13-County Atlanta MPO**



**Table 2 – Final Factor of VMT by Vehicle Type by Road Type**

**13-County Atlanta MPO**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Code** | **HPMS Vehicle Type** | **FHWA Veh Class** | **Restricted Access** | **Unrestricted Access** | **Restricted Access Factor** | **Unrestricted Access Factor** |
| 10 | Motorcycles | Class 1 | 3,652,451 | 838,694 | 0.002184 | 0.002291 |
| 20 | Passenger Cars | Class 2 | 1,270,928,377 | 285,644,317 | 0.759844 | 0.780335 |
| 30 | Other 2 axle-4 tire vehicles | Class 3 | 261,847,644 | 60,069,872 | 0.156550 | 0.164101 |
| 40 | Buses | Class 4 | 10,055,608 | 2,203,498 | 0.006012 | 0.006020 |
| 50 | Single Unit Trucks | Class 5-7 | 45,529,446 | 9,646,948 | 0.027220 | 0.026354 |
| 60 | Combination Trucks | Class 8-13 | 80,604,393 | 7,649,937 | 0.048191 | 0.020898 |
|  | Total |  | 1,672,617,919 | 366,053,266 | 1.000000 | 1.000000 |

**Table 3 – GDOT Vehicle Classification Counts**

**Statewide minus 13-County Atlanta MPO**



**Table 3 (continued) – GDOT Vehicle Classification Counts**

**Statewide minus 13-County Atlanta MPO**



**Table 4 – Final Factor of VMT by Vehicle Type by Road Type**

**7-County Area**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Code** | **HPMS Vehicle Type** | **FHWA Veh Class** | **Restricted Access** | **Unrestricted Access** | **Restricted Access Factor** | **Unrestricted Access Factor** |
| 10 | Motorcycles | Class 1 | 3,514,125 | 2,144,654 | 0.003065 | 0.003113 |
| 20 | Passenger Cars | Class 2 | 715,292,864 | 477,981,491 | 0.623953 | 0.693753 |
| 30 | Other 2 axle-4 tire vehicles | Class 3 | 203,388,778 | 148,122,556 | 0.177417 | 0.214988 |
| 40 | Buses | Class 4 | 8,571,093 | 3,259,964 | 0.007477 | 0.004732 |
| 50 | Single Unit Trucks | Class 5-7 | 37,734,334 | 23,832,760 | 0.032916 | 0.034591 |
| 60 | Combination Trucks | Class 8-13 | 177,888,021 | 33,638,415 | 0.155172 | 0.048824 |
|  | Total |  | 1,146,389,215 | 688,979,840 | 1.000000 | 1.000000 |

Since the vehicle classification counts are collected using counters that do not adequately distinguish between passenger cars and SUVs, the MOVES defaults for vehicle types 20 and 30 by road type were used to redistribute the VMT. The MOVES Defaults are listed in Table 5.

**Table 5 – MOVES Default Percent VMT by Vehicle Type**

|  | **Vehicle Type** | | | | | |
| --- | --- | --- | --- | --- | --- | --- |
| **Year** | **10** | **20** | **30** | **40** | **50** | **60** |
| 1999 | 0.00390 | 0.58310 | 0.33480 | 0.00280 | 0.02610 | 0.04920 |
| 2000 | 0.00380 | 0.58250 | 0.33600 | 0.00280 | 0.02570 | 0.04920 |
| 2001 | 0.00340 | 0.58240 | 0.33740 | 0.00250 | 0.02590 | 0.04850 |
| 2002 | 0.00330 | 0.58110 | 0.33850 | 0.00240 | 0.02660 | 0.04820 |
| 2003 | 0.00330 | 0.57880 | 0.34060 | 0.00230 | 0.02690 | 0.04810 |
| 2004 | 0.00340 | 0.57260 | 0.34600 | 0.00220 | 0.02730 | 0.04850 |
| 2005 | 0.00360 | 0.57060 | 0.34770 | 0.00220 | 0.02710 | 0.04870 |
| 2006 | 0.00400 | 0.55990 | 0.35850 | 0.00220 | 0.02750 | 0.04780 |
| 2007 | 0.00450 | 0.55070 | 0.36630 | 0.00220 | 0.02790 | 0.04840 |
| 2008 | 0.00510 | 0.54610 | 0.36980 | 0.00230 | 0.02870 | 0.04800 |
| 2009 | 0.00530 | 0.54760 | 0.37480 | 0.00210 | 0.02660 | 0.04370 |
| 2010 | 0.00530 | 0.54360 | 0.37770 | 0.00220 | 0.02770 | 0.04350 |
| 2011 | 0.00530 | 0.53940 | 0.37830 | 0.00240 | 0.02970 | 0.04500 |
| 2012 | 0.00530 | 0.53700 | 0.37740 | 0.00250 | 0.03140 | 0.04640 |
| 2013 | 0.00520 | 0.53640 | 0.37610 | 0.00260 | 0.03240 | 0.04730 |
| 2014 | 0.00520 | 0.53780 | 0.37370 | 0.00260 | 0.03310 | 0.04760 |
| 2015 | 0.00511 | 0.54185 | 0.36926 | 0.00266 | 0.03358 | 0.04754 |
| 2016 | 0.00505 | 0.54655 | 0.36414 | 0.00270 | 0.03413 | 0.04743 |
| 2017 | 0.00500 | 0.55148 | 0.35868 | 0.00274 | 0.03465 | 0.04744 |
| 2018 | 0.00495 | 0.55719 | 0.35240 | 0.00278 | 0.03509 | 0.04759 |
| 2019 | 0.00490 | 0.56346 | 0.34559 | 0.00281 | 0.03548 | 0.04777 |
| 2020 | 0.00484 | 0.57033 | 0.33840 | 0.00283 | 0.03581 | 0.04779 |
| 2021 | 0.00479 | 0.57743 | 0.33138 | 0.00285 | 0.03599 | 0.04755 |
| 2022 | 0.00475 | 0.58459 | 0.32444 | 0.00286 | 0.03613 | 0.04723 |
| 2023 | 0.00471 | 0.59142 | 0.31755 | 0.00288 | 0.03639 | 0.04705 |
| 2024 | 0.00466 | 0.59782 | 0.31089 | 0.00291 | 0.03674 | 0.04698 |
| 2025 | 0.00462 | 0.60374 | 0.30470 | 0.00294 | 0.03709 | 0.04692 |
| 2026 | 0.00458 | 0.60921 | 0.29896 | 0.00296 | 0.03745 | 0.04684 |
| 2027 | 0.00455 | 0.61410 | 0.29377 | 0.00300 | 0.03784 | 0.04674 |
| 2028 | 0.00452 | 0.61852 | 0.28903 | 0.00303 | 0.03828 | 0.04662 |
| 2029 | 0.00450 | 0.62265 | 0.28449 | 0.00307 | 0.03876 | 0.04652 |
| 2030 | 0.00448 | 0.62625 | 0.28038 | 0.00311 | 0.03930 | 0.04648 |
| 2031 | 0.00444 | 0.62984 | 0.27688 | 0.00313 | 0.03959 | 0.04611 |
| 2032 | 0.00440 | 0.63303 | 0.27380 | 0.00316 | 0.03987 | 0.04574 |
| 2033 | 0.00436 | 0.63573 | 0.27104 | 0.00319 | 0.04023 | 0.04545 |
| 2034 | 0.00432 | 0.63812 | 0.26857 | 0.00321 | 0.04058 | 0.04519 |
| 2035 | 0.00429 | 0.64015 | 0.26636 | 0.00324 | 0.04096 | 0.04501 |
| 2036 | 0.00425 | 0.64184 | 0.26447 | 0.00327 | 0.04134 | 0.04483 |
| 2037 | 0.00421 | 0.64323 | 0.26287 | 0.00330 | 0.04173 | 0.04465 |
| 2038 | 0.00418 | 0.64417 | 0.26173 | 0.00333 | 0.04211 | 0.04447 |
| 2039 | 0.00414 | 0.64476 | 0.26096 | 0.00336 | 0.04249 | 0.04428 |
| 2040 | 0.00411 | 0.64532 | 0.26017 | 0.00340 | 0.04289 | 0.04411 |
| 2041 | 0.00407 | 0.64586 | 0.25937 | 0.00343 | 0.04331 | 0.04396 |
| 2042 | 0.00404 | 0.64630 | 0.25864 | 0.00346 | 0.04374 | 0.04381 |
| 2043 | 0.00401 | 0.64666 | 0.25799 | 0.00350 | 0.04418 | 0.04366 |
| 2044 | 0.00398 | 0.64693 | 0.25741 | 0.00353 | 0.04462 | 0.04352 |
| 2045 | 0.00395 | 0.64711 | 0.25692 | 0.00357 | 0.04507 | 0.04338 |
| 2046 | 0.00392 | 0.64719 | 0.25653 | 0.00360 | 0.04552 | 0.04324 |
| 2047 | 0.00389 | 0.64720 | 0.25620 | 0.00364 | 0.04598 | 0.04310 |
| 2048 | 0.00386 | 0.64715 | 0.25593 | 0.00368 | 0.04643 | 0.04295 |
| 2049 | 0.00383 | 0.64704 | 0.25572 | 0.00371 | 0.04690 | 0.04281 |
| 2050 | 0.00380 | 0.64689 | 0.25554 | 0.00375 | 0.04736 | 0.04266 |

1. *Guidance for the Functional Classification of Highways (updated), Federal Highway Administration,* October 14, 2008 [↑](#footnote-ref-1)